

The Cairo Evening Bulletin.

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DAILY EDITION.

FRIDAY EVENING, MAY 7, 1869.

JOHN H. OBERLY & CO

THE SOUTHERN ILLINOIS NORMAL SCHOOL.

Where Shall it be Located?

Feeling as we do and ever have done, a deep interest in the cause of popular education in Southern Illinois, it affords us much satisfaction to know that the location of the Southern Illinois Normal University will be determined by gentlemen who will weigh all the considerations presented. Everything else being equal, we suppose the commissioners will consider it their duty to locate the school at that point that offers the largest bonus or donation. But money, however great the amount may be, will not blind them to any disadvantages characterizing the locality tendering it. A competing point may be central, but difficult of access; or accessible and central, but unhealthy. Either of these drawbacks should outweigh any money bid that could be made.

Since we have carefully canvassed the claims of the different towns competing for the honor of being chosen as the favored spot, we have become most favorably impressed with those presented by Jonesboro.

The Normal School at Normal is but a short remove from the center of the territory of the State, and is quite central as regards the population. It is hazardous nothing to say that in less than four years we shall see in the full tide of operation a Northern Illinois Normal School, within fifty miles of the city of Chicago. The northern demand upon the present Normal School will, thereby, be greatly lessened, allowing an extension of the field of the present institution fifty or a hundred miles further south. When this condition of things is brought about, the remaining area will be best served by the location of the Southern Illinois Normal at Jonesboro.

With our present avenues of travel Jonesboro is more accessible than any of the towns contesting for the location. Like Carbondale, DuQuoin and Centralia, it enjoys the presence of the Illinois Central railroad, and unlike those places it is promised the additional advantage of the early operation of the Cairo and St. Louis railroad. Gallatin, Hardin, Pope, Saline, Massac, Pulaski and Alexander counties have easier, quicker and cheaper communication with Jonesboro than they have with either of the other towns; and when, two years hence, the Cairo and St. Louis railroad is placed in operation, St. Clair, Monroe, Randolph and Jackson counties will enjoy quick, full and cheap connection with it. All the counties above that depend upon the Illinois Central for communication with DuQuoin or Carbondale, have the same communication with Jonesboro, involving an additional time and expense too insignificant to command a moment's attention.

The time when Cairo will number her population by the tens of thousands is within the next decade; and when that time does come the excess of territory beyond Jonesboro will be fully counterbalanced by an excess of population on this side.

We do not know how much money Jonesboro proposes to offer. None will be required to counterbalance the purer water, the balmy atmosphere, the more picturesque hills, and fertile valleys of any other locality, for in all these particulars she excels. No locality in the state presents more beautiful scenery or is more prolific in the production of the grain and vegetables that go to lessen the cost of living. She will have to give no money to compensate for the superior channels of egress and ingress possessed by some other locality, for in this behalf she also excels many and equals the most favored. She will have to make no donations to counterbalance an overshadowing public preference for some other point, for, if the question of location were submitted to the people for decision, most of the competitors would decline the contest, foreseeing a judgment in favor of Jonesboro. The money Jonesboro may offer will be as "material aid," to swell the fund that is to provide the building, and to show her appreciation of the cause the institution is intended to serve. The town has no deficiency to gild with money; and, fortunately for the people concerned, for the success of the institution, the "glitter of gold" or the seductions of greenbacks will not, in this matter, be esteemed as all-powerful.

VISIT THEM IN THE MERCY THEY DESERVE.

The petty tyrants, clothed in a little brief authority during the war, are being brought to a rigid account for their unwarranted and unheard-of oppressions of unoffending American citizens. Let the work go on until the last one of them shall call for the "mountains to cleave for him, or the seas to overwhelm him." The day for reckoning, thank God, is now dawning. Daniel D. Bell, a resident of the town of Rochester, Ulster county, N. Y., was arrested in 1864 by General John A. Dix, then commanding the department of the east,

and was confined in Fort Lafayette for four months. In 1866 he brought an action in the supreme court against Gen. Dix for damages. The suit has slept for some time. The attorney of Gen. Dix endeavored to have the case removed from the State to the United States courts, but failed, and since then has given the matter no further attention. On Monday last the sheriff of Ulster county empaneled a jury to assess the damages—notice to this effect having been given to Gen. Dix's attorney—and the jury promptly awarded Mr. Bell \$10,000 damages. This is a good beginning, and now that we are to have "peace," other military chieftains who simulated the example of Stanton, the infamous, should be made to smart, and sweat, and groan for their diabolical excesses and outrages.

THE SPECK OF WAR.

As often as once a year the American newspaper press fix up a war with England. Almost any affront, real or imagined, is magnified into a cause for war, and such an issue is discussed with a flippancy, and indifference as to consequences that argue a settled belief, on our side, that to whip England would amount to no more than a little exercise necessary as a sort of appetizer before breakfast.

Just now war is to come from a failure to adjust the Alabama claims. Sumner, the most arrant coward that ever wore human shape, a man who permitted his physical inferior to cause him as if he were a sneaking cur—this man makes a blood and thunder speech—gets up in his place in the Senate and invokes an uncouthling of the dogs of war unless England humiliates herself into the very dust and then kisses the hand that goes her to that humiliation. This Sumner is an eminently proper man to discuss wars and rumors of wars. The greatest coward of the nation, he is the foremost in the work of planning and provoking bloodshed and slaughter! A man who would tamely submit to a public cowhiding, demands of the first war power of Europe the fullest apology and reparation or bloody, terrible relentless war. Now it so happens that we have in this country, even in the radical party, cool, collected, brave men, who can calculate the horrors of a war with England; and who, while brave enough to stand firmly by the national honor, are not overbearing enough to exact that which the honor of the nation does not demand. These men, we opine, will come to the surface when the emergencies of the hour demand their intervention. These men, and not the blatant cowards like Sumner and Chandler, will declare our ultimatum in the Alabama controversy, and by that ultimatum the people will unitedly stand.

COMPLETION OF THE PACIFIC RAILROAD.

It was announced several days ago that the last rail in the grand iron thoroughfare between the two oceans had been laid, and that therefore, what had been dreamed of as the probable result of a half a century's labor, was the consummation of less than one tenth of that period.

On the last day of January, 1869, about forty miles of the Omaha end of the road were completed, and at about the same time there were about sixty miles completed at the San Francisco end. This made about one hundred miles done in January, 1869, out of seventeen hundred and twenty-one miles, which is the distance from Omaha, on the Missouri river, to Sacramento, California. Since then, sixteen hundred and twenty-one miles have been constructed, in three years and four months, and this in a country that abounded in the most forbidding difficulties and obstacles to such an undertaking. At the close of 1867, there were five hundred and forty miles of completed road, and at the end of 1868, about nine hundred miles, with grading done so far in advance that the Union (or Omaha) Company claimed a month ago to have about ten hundred and fifty miles so far completed as to give them the right to so much of the line. Meanwhile the work was progressing with great vigor at the California end, although from the more difficult nature of the country, the mileage completed by the Central Pacific is much less than that of the Union Company. At the close of last year that company had the iron down on about four hundred miles of road, with grading done in part to a point abreast of the working parties of the eastern road. A part of their work was over the formidable Sierra Nevada, an abrupt rocky barrier skirting the Pacific, which rises 7,043 feet in the short distance of one hundred miles from the tide waters of the ocean. The two sections of the road came together; a few miles west of the Great Salt Lake, and there the last rail was laid.

Transit Steamer General Anderson.

Hereafter the transit steamer General Anderson will leave Cairo for Columbus at 2 a.m. and 4 p.m. Returning will arrive at Cairo at 1:30 a.m. and 2:30 p.m., making close connections with the cars of the Illinois Central and Mobile & Ohio railroads.

DEPRESSION OF BUSINESS.

Its Causes and Cures.

For the consolation of those chronic croakers about hard times in Cairo, we present a brace of extracts below, which picture a condition of commercial and general business prostration in the cities of New York and Chicago entirely beyond anything yet realized in Cairo. The New York 'World,' under the head of the "The Commercial Situation," discourses as follows:

"The 'Financial Chronicle' follows in the footsteps of the 'World' in calling attention to the deplorable dullness in business circles, and, with no fear of subjecting itself to the imputation of croaking, the 'Chronicle' broadly asserts 'that the results of the spring trade have thus far been unsatisfactory.' This is a very mild way of putting it. Indeed, for two years past our merchants, as a class, have made no money. The 'Chronicle' itself shows that, while great preparations were made for the season's business the demand has fallen, so far short of the supply; and now there is an accumulation of stocks and the usual anxiety to realize under the circumstances. Here is the situation. The cause of complaint is not with the South, for that section has taken more goods this spring than at any time since 1860, and has paid for them; but the West has suffered by the decline in grain, and is economizing in expenditures; the Eastern States have made smaller purchases than usual; the manufacturing localities have made less money, and consequently, all the dependent industries have suffered. In brief, the profits on agriculture, trade, and manufactures have been less than usual; expenditures have been lessened in proportion; and to add to the general embarrassment, the abnormal condition of the currency system has badly affected the money market, and made bank accommodations difficult. In spite of these things it is shown that imports have not decreased; that the imports in this city show an increase in the first three months of this year of thirty-one per cent.; while in exports there is not only no corresponding gain, but a decrease of five and one-half million dollars. Nor can cotton now be counted upon to offset the difference between our imports and exports, since the shipments show a falling off in this export, and the balance against us must be made up in gold or bonds. This is, indeed, a sad showing for our spring trade, and, worse yet, there is no prospect that business will be better at present. With the most bountiful harvest that ever blessed the country, with no suffering for food anywhere, with plenty to eat but with very little to do, the country presents the spectacle of a fearfully depressed trade and general distress in commercial and financial circles. And will continue so to do as long as blundering incompetents control our fiscal affairs, as long as special legislation to protect special interests kills all other interests, and as long as a depreciated paper currency compels the people to pay double prices for all they eat and use.

The Chicago 'Times,' of the 4th inst., discoursing upon the business prostration felt in Chicago, says:

There is felt here in Chicago a business depression of more than ordinary weight. There is a dullness in trade; the receipts and shipments of grain are below their usual average; and there is less than the usual demand for houses to rent, and improved property for sale. What is true of Chicago is true of the whole country. The symptoms which are in existence in the garden city are exhibited with greater force in every part of the country.

Any man with an ordinary amount of sagacity has known any time during the last five or six years, that some day or another the nation must begin the work of paying for its prosperity. When a man is moving along equally in his business, he is little, or not at all, liable to reverse. But suppose that, without any addition to his capital, he suddenly doubles or trebles his business, supplying his lack of capital by the issue of notes? For a time, he will have unusual prosperity. He will thrive beyond his former average. But, for such a man, there must come a time of settlement. For every dollar which he expended beyond the amount of his original capital, he must have a reckoning. He must provide a cash offset for all the prosperity he has enjoyed beyond that founded upon his legitimate capital. When this time of settlement arrives, he will find that he is weighed down with interest, with an increase in his expenditures, and a thousand other outlays which did not attend him in the days when he was pursuing the even tenor of his way.

In the same way did this nation pass, almost in a day, from a moderate, and yet substantial progress, to a dizzy rate of speed. Within a very short time, every man was doing twice or thrice as much as he had been doing before. No new mines had been discovered; no important railway lines had been opened; no rich and dependent country had been opened to increase the demand for our products. On the contrary, a very material element was changed from the producing to the non-productive classes. Under the disadvantages of a reduced producing power, and the fugher fact that a million or two of men were engaged in annihilating wealth; and the still further fact that our commerce—one of the most important elements of our prosperity—was swept from existence, we entered upon a career of financial prosperity whose like has rarely been witnessed. Add to these disadvantages the annihilation of the cotton, rice and sugar products of the southern states, and do we not have reason to apprehend that our prosperity has been based upon the most substantial of foundations.

That we have not been checked sooner is owing to our marvelous resources, the support of emigration, and the opening up, through the means of railway lines,

of new productive territories. These have partially offset the sudden expansion of our business which took place at a time when a third or more of our working capital had been suddenly destroyed.

These offsets might have prevented a reaction had our financial affairs been managed with prudence; but the history of the world may be safely challenged to produce more, and more glaring instances of blundering, corruption, incapacity, and stupidity, than have been exhibited in the direction of our finances. The instant economy that should have followed the war was ignored, and in its place prevailed a lavish expenditure that even a substantial and undebted prosperity would not have warranted.

When to the demands of the taxpayer are added the exorbitant robberies committed in the name of protection; when we find every obstacle thrown in the way of restoring the south, so that its enormous productive power can be brought to the assistance of taxpayers; when millions are spent for new and useless areas of territory; when millions of gold lie idle in the treasury, instead of being applied to lessening our debt; when there is a menace of war with Great Britain, and there is talk of serious complications with Spain, and purchases of vast provinces of mountains and deserts from Mexico—when all these things are taken into consideration, one wonders, not that our prosperity is simply checked, but that it is not overthrown, and the nation plunged into hopeless bankruptcy.

CAIRO.

What Our Recent Guests think of the City.

We shall, as space may serve us, republish such jottings-down of the members of the Illinois Press Association as refer directly to Cairo, its people or enterprises.

From the Correspondence of the Jackson (Tennessee) Tribune:

Dear Tribune:—This neck of the woods, hugged as it is by two of the greatest arteries of the world, is now beginning to show those signs of business life and activity, which the accessibility of the location richly deserves. The Ohio Levee, that but a few years back was covered with implements of war and destruction, and blue with the garb of soldiery, now presents a regular commercial aspect, with naught but the beautiful emblems of peace to greet the eye in every direction. No gunboats block the rivers, interdict free communication with their frowning engines of wrath, and from no source does that contemptible word "halt" come to grate upon the ear, and send its shivering shock through every nerve of the body. All around you, may be seen peaceful symbols, and from every direction music rings out upon the passing breeze. This is as it should be; and it behooves the people of the south to appreciate and reciprocate these amicable manifestations fully, and encourage every effort that is made to drive lethargic floods over all the animosities, political differences and jealousies of the past. By such means the woes of war may be expunged, and a Gileadan balm may be found for many a wound.

The shipping facilities to and from this place are excelled by none of the larger cities; and commercial relations are fast extending in every direction. Many houses are now doing a large wholesale business, and propose to duplicate any bills that may be bought in their line of trade, either in Cincinnati, Chicago, St. Louis or Louisville.

NEW ADVERTISEMENTS.

ORDINANCE NO. 78.

Enacted by the City Council of the City of Cairo.

SECTION 1. That Section 17 of an ordinance entitled "an ordinance to adopt the ordinances of the city of Cairo, as revised and codified," appointing county constables as police constables of the city be and the same is hereby repealed.

SEC. 2. That section 2 of the same ordinance, authorizing the Mayor to employ as many special police constables as he may deem necessary, being inconsistent with section 1 of Article 2 of the City Charter, be and the same is hereby also repealed.

Approved, May 6, 1869.

JOHN H. OBERLY, Mayor.

NICHOLAS FEITH, UNDERTAKER.

Cor. Eleventh and Washington Avenue

Keeps on hand the celebrated Crane & Breeds and Raymonds metallic burial cases. Also, black velvet, walnut or stained coffins made to order, at very low prices.

Mr. Feith performs his own work, being a practical coffin maker, and is therefore able to sell cheaper than any other dealer.

C. W. GREEN,

(Successor to Fallis, Green & Co.)

FLOUR AGENT

General Commission Merchant,

CAIRO, ILLINOIS.

BANKRUPT SALE.

Valuable Houses, Lots, Etc., Etc.

Will be sold at public auction at a credit of three and six months, at the corner of Roane and Water streets, in COLUMBUS, KENTUCKY, on the 31 day of June, 1869, commencing at 10 o'clock a.m. and continuing till all sold.

ONE DWELLING HOUSE AND LOT, (where T.M. Horns was formerly located.)

ONE THREE-STORY BRICK BUSINESS HOUSE, three stories, on Water street, occupied by Ringo & Co., as a grocery.

ONE FIFTH COLUMBUS WATER WORKS, All being in Columbus, Ky., and belonging to estate of T.M. Horns, bankrupt.

Further particulars made known at sale, or inquire at Paducah, Ky., of J. W. BLOOMFIELD, Assignee of T.M. Horns.

DAVIDSON'S COLUMN.

NOS. 180 AND 182,

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